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SOURCE 25X1

Arnstadt Ammunition Depots.

- 25X1 ☐ 1. The ammunition depots installed in Polte Plants I and II near Arnstadt (M 51/J 25) were completely evacuated in November 1949. The ammunition was shipped to an undetermined destination. The buildings of the two plants were transferred to various nationalized enterprises in December 1949 and are no longer guarded by military units. No demolitions were observed. (1)

Doeberitz (N 53/Z 65) Ammunition Depot

- 25X1 ☐ 2. Thirty to forty trucks loaded with bombs came from the direction of Elstal and moved to the depot on Hasenhainberg, on the road to Seeburg (N 53/Z 64), on 3 April 1950.
- 25X1 ☐ 3. Several trucks hauled ammunition packed in baskets 80 x 40 cm in size and boxes 100 x 80 x 60 cm in size from an ammunition bunker of the Doeberitz troop training grounds to the ammunition depot at the Doeberitz railroad station between 9 a.m. and 5 p.m. on 17 May 1950. The trucks made five trips. Trucks ☐ were seen. The ammunition concerned, allegedly heavy artillery ammunition, was estimated at two freight carloads. Truck ☐ remained at the railroad station, while the two other trucks went to Altes Lager. (2)

Ammunition and Fuel Depots in Eberswalde Area

- 25X1 ☐ 4. A Soviet ammunition depot was in the area of the former Galdeslost brass plant near Eberswalde on 25 and 26 March 1950. There were four reconstructed brick buildings and fourteen cantonment buildings, the latter on the western side of the depot. Tanks were allegedly stored in two buildings, partially constructed of stone, south of the cantonment buildings, and in one large storage shed. Two tanks in the shed were seen through an open door. A 600 x 200-meter area on the western side of the depot was recently cleared of timber. Only a few soldiers wearing

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red-bordered black epaulets, some with tank insignia, were seen at the depot entrance. Two empty trucks [ ] left the depot during the period of observation. (3)

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5. A Soviet fuel depot was in the former Eisenspalterei chemical plant, Eberswalde, on 14 April 1950. Five 50-cu.m. tank containers and a considerable number of fuel barrels were seen there. [ ] trucks [ ] loaded with oxygen cylinders, [ ] were in the depot. (4)
6. Fourteen full railroad tank cars were shipped to Eberswalde on 26 April 1950. Ten cars were shunted to the fuel depot on Eisenspalterei and the other four cars toward the airfield. These fourteen railroad tank cars left on 27 April 1950 after they had been emptied. (4)
7. It was learned on 30 April 1950 that ammunition has been unloaded in Eberswalde for some time. The ammunition was stored in the depot on Kupferhammer and in a depot in the woods between Eberswalde and the Finow (N 53/V 08) airfield. (5)

#### 25X1 Erfurt-Marbach (M 51/J 27) Ration Supply Depot

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8. Daily loading and unloading activities were observed at the elevators of the large Soviet ration supply depot in Erfurt-Marbach from late March to mid-May 1950. Three to eight boxcars per day were at the loading platforms of the elevators. Large boxes were unloaded from two railroad boxcars at elevator No 3, and two boxcars at elevator No 4, on 23 March 1950. Truck [ ] was loaded with sacks and boxes. Six loaded boxcars left for an undetermined destination on 28 March 1950. Truck [ ] was loaded on 12 April 1950. The numbers of other trucks parked in the depot could not be seen. Trucks [ ] were loaded with boxes and cartoons on 3 May 1950. Three boxcars were loaded with sacks at elevators No 1 and 2. Eight to 10 trucks were loaded on 10 May 1950. Several boxcars were loaded at the warehouses on 10 May 1950. Most of the loading and unloading work was done by civilians. Soldiers with the vehicles seldom assisted. The number of boxcars in the depot seemed to have increased greatly since mid-April 1950, but the volume of motor traffic remained constant. (6)

#### 25X1 Fuerstensee (N 54/U 63) Construction Project

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9. Construction material was piled throughout the area of the former ammunition depot in Fuerstensee which was observed on 19 April 1950. No information on the construction project could be obtained from the workers. A 3-man detail, commanded by a major, was quartered in a newly constructed building about 200 meters west of the depot entrance. About 100 German workers from Strelitz (N 54/U 53) had been contracted for work in the depot. Truck [ ] carrying rubbish, and trucks [ ] carrying lumber, were seen in the depot area. (7)

#### 25X1 Gersdorf (N 53/V 18) Ammunition Depot

[ ]

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10. Increased security measures precluded an approach to the installations of the former Gersdorf ammunition depot on 17 March 1950. Truck [ ] carrying six soldiers wearing red-bordered black epaulets, entered the depot. (8)

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Hohenleipisch (N 52/A 03) Ammunition Depot

11. On 11 March 1950 a worker of the depot said that rail shipments of ammunition arrived in the Hohenleipisch ammunition depot at least once a day. The incoming shipments consisted of wooden boxes, each containing two shells and with a gross weight of 90 kilograms. The boxes were unloaded and distributed to the individual stations, where the shells were unpacked, cleaned, greased and repacked. The repacked shells were again loaded on trains and shipped away, allegedly to the Koenigsbrueck (N 52/A 31) and Weisswasser (O 52/A 74) troop training grounds. (9)

Leipzig Ammunition Bunker

12. Ammunition boxes were stored in front of the 12 entrances to the concrete bunker on Ernst-Keilstrasse and Schomburgkstrasse, Leipzig, on 22 April 1950. The bunker, which had a base of 50 x 30 meters, was surrounded by a 3-meter mound and guarded by five sentries. Local residents said that ammunition was stored in the bunker. (10)

Merseburg (N 52/D 91) Depot

13. Small arms, such as carbines, submachine guns and pistols, were stored in the former airfield headquarters building and in the boiler house. Guns of various types and calibers, including AT guns, AA guns, field howitzers and long-barreled guns of heavy calibers, were stored in the repair hangar. Rust was removed from carbines and the weapons were assembled in the workshop for wing construction. The aircraft engine shop was used for assembly and cleaning of pistols. Medium-caliber guns were stored in the garages. Small arms were stored in the inspection and dispatch building. Component parts for guns and small arms were on the upper floor of the workers' apartments. (11)

Muellrose (O 53/V 52) Tank Spare Parts Depot

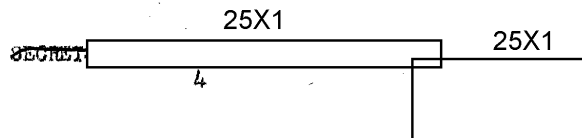
14. About 300 or 400 troops were engaged in the maintenance of the tank and motor vehicle spare parts stored in the sheds and warehouses on 4 and 5 April 1950. Spare parts from this depot were supplied to units throughout the Soviet Zone of Germany. The spare parts were shipped to units by rail or truck. The loading work at the Frankfurt/Oder (O 53/V 63) railroad station is being done only by troops. No large tank repair shop was seen. Truck  was in the depot. Trucks  shuttled between the depot and Frankfurt/Oder. (12)
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Nassenheide Ammunition Depot in Oranienburg

15. A Soviet ammunition depot, about 250 meters square, was southeast of the Nassenheide (N 53/Z 68) railroad station on 19 April 1950. The watchtowers of the depot were occupied by young soldiers. Four wooden sheds, each about 20 meters long, were on the northern side of the depot. These sheds housed the guard detail of about 60 men, who wore red-bordered black epaulets, some with artillery insignia. Two double one-story brick buildings were in the southern section of the depot. They were each about 40 x 16 meters. Several earth bunkers were in the middle of the installation. Both old and fresh motor vehicle tracks were on the road, but there was no traffic, and there was only limited activity in the depot on the day of observation. (13)

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Rathenow Ordnance Shop

16. The artillery ordnance shop of the units stationed in Rathenow was in the Rathenow-Heidefeld Arado Plant between mid-March and mid-April 1950. Ammunition was stored and guns were repaired in this plant. 25X1 Truck  was seen near an ammunition stockpile in mid-April 1950.

17. The Arado plant will soon be released by the Occupation Forces and will be taken over by a nationalized enterprise called Zementbau, according to municipal employees. (14)

Schoenebeck (M 53/D 76) Army Ordnance Depot

18. A Soviet army ordnance depot was in a large storage area in Schoenebeck, near the Elbe River, between 29 April and 14 May 1950. This army ordnance depot was directly under a Potsdam headquarters. It was in charge of supplying an army  inspecting commissions commanded by high-ranking officers, usually generals, frequently came from Potsdam. 25X1

19. Major Zalmanov (fnu) was in charge of this ordnance depot. His deputy was Captain Vladimirov (fnu). All departments were supervised by Captain Dukanich (fnu). First Lieutenant Konstantinov (fnu) was political officer and was in charge of training BM.

20. Seven six-story concrete buildings, 50 x 25-meters, were in the storage area. Equipment of all types was stored in every room in these buildings. All buildings were filled to capacity. The following details were observed:

- a. Used clothing and equipment, some of it in need of repair, and some of it completely unserviceable, was stored in buildings No 1 through 4. (6) Maintenance equipment, harnesses, tents, and bed clothes, all in need of repair or unserviceable, were stored in building No 4. Unserviceable items were segregated and turned over to the salvage department, the remainder went to technical repair shops. Radio sets, musical instruments and Soviet books, for use in troop libraries, were stored in Building No 5.
- b. New clothing and linen, made by German firms of material supplied by the Soviets filled Building No 6 to capacity. Ten thousand coats, which had to be fitted with collar patches and epaulets, allegedly comprised one-fourth of all coats in stock. Fabric for uniforms and civilian clothing, as well as underwear for female personnel, was stored in Building No 6.
- c. There was a very large leather magazine in the basement of building No 7. Cotton thread was stored on the first floor. This included eight piles of 100 sacks, each filled with 1,000 spools of thread. German bicycles were also stored on the first floor. The bicycle stock fluctuates constantly, because of incoming and outgoing shipments. One thousand bicycles arrived in September 1949. Other supplies stored on the first floor included about 60 sewing machines for distribution to units and repair shops, 200 typewriters, 60 calculating machines, various

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office appliances, and working material for shoemaker and tailor shops. Eight, 12, 16, 20, 40, and 80-men tents, as well as tarpaulins for tents, trucks, and railroad cars are stored on the second floor of Building No 7, steel helmets on the third floor, small iron parts of every type on the fourth floor, window glass and dry dyes on the fifth floor, and field bags and ration sacks on the sixth floor.

d. The stock was replenished from freight trains which arrived every six to eight weeks, allegedly from the U.S.S.R. The latest train, which arrived on 3 May 1950, consisted of 16 boxcars and carried new equipment, most of which consisted of boots and shoes. Captain Duknich was train commander. This officer was also in charge of a train of 22 boxcars, which left for an undetermined destination on 10 May 1950.

e. The depot was staffed by about 60 Soviet soldiers. It included a headquarters consisting of six officers and 19 EM. The EM were restricted to quarters.

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f. Trucks seen on 9 May 1950

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from a Schoenebeck-Salzelm motor

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pool

#### Schoenebeck Motor Pool

21. Large Soviet motor pool, including a spare parts depot and some repair shops, was on the northern outskirts of Salzelm near Schoenebeck on 29 April 1950. About 220 German workers and a great many Soviets were employed in this park. Some of the storage sheds allegedly had a capacity of 100 motor vehicles. The park was established in August 1946. (16)

#### Sieversdorf (N 53/V 25), Files Archive

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22. An unsuccessful attempt was made on 9 May 1950 to get more details on the Soviet files archive in Sieversdorf. No indigenous personnel are employed at this installation, which was fenced in and guarded by tank troopers. There were no motor activities. There was nothing to indicate that files were being destroyed. Local residents said that the commanding officer prevented any contact between guard personnel and civilians. (17)

#### Velten (N 53/Z 66) Fuel Depot

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23. The Soviet fuel depot in Velten was observed between 11 and 15 April 1950. The fuel depot proper was in the northern section of the depot area. The southern section contained the Schibeck gasoline plant, which is said to supply the depot. Lieutenant Colonel (tank troops) Chernov, (fnu), was in charge of the depot. The guard detail consisted of 60 to 80 soldiers. Some of the soldiers wore red-bordered black epaulets, some wore red ones. (18)

24. Outgoing fuel shipments between 11 and 15 April 1950 included 12 tank trucks, and 6 trucks loaded with barrels on 11 April 1950; 8 tank trucks, 10 trucks, loaded with barrels, and 14 railroad tank cars on 12 April 1950; 14 tank trucks, 2 trucks, loaded with barrels, and 6 railroad tank cars on 13 April 1950; 4 tank trucks, 3 trucks, loaded

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with barrels and 3 railroad tank cars, on 14 April 1950; and 3 tank trucks, and 6 railroad tank cars on 15 April 1950.

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25. In early May 1950 the Velten fuel depot consisted of two sections, the air force department in the northern half of the installation, and the army department in the southern half.

- a. The air force department was made up of three solidly constructed buildings, including one guardhouse, one billets and one storage shed, and two dumps, each of which contained about 50 200-liter iron drums. Three railroad tank cars were on the spur track. No motor traffic was seen. The guard detail consisted of 50 air force troops.
- b. The Army department included six to eight fuel tanks with capacities ranging from 5 to 10 cu.m. The tanks were allegedly made of aluminum and seemed to be new. Six railroad tank cars and one troop-carrying boxcar arrived in on 6 May 1950.

(18)

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Comments

- (1) The former German Army Arnstadt-Rudisleben ammunition depot, 3 km NNE of Arnstadt. The previous assumption that this Soviet ammunition depot was abandoned is confirmed by this information.

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- (2) Probably the medium-size depot installed in the buildings of the former Kurland AG at the Dallgow-Doeberitz railroad station. Ammunition from this depot goes to the Elstal and Staaken airfields and to army units stationed in the vicinity. The motor vehicles belong to the 1st Mecz Div of the Second Gds Mecz Army.

- (3) The Waldeglust ammunition depot is known as a large Soviet depot. The area recently cleared may indicate an extension of this depot to the west.

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- (4) This fuel depot is a military post installation which presumably belongs to the Fourth Gds Mecz Army. The extensive installations of the former Eisenspalterei factory are used for the storage of various supplies, including fuel, clothing and rations. The motor vehicles belong to units of the Fourth Gds Mecz Army, including HQ Fourth Gds Mecz Army, 6th Gds Mecz Div, the ? AAA Div of the Fourth Gds Mecz Army.

- (5) The Kupferhammer depot was not previously reported but probably belongs to the Eisenspalterei depot area, which it borders on the northeastern edge. The depot in the woods between Eberswalde and the Finow airfield is unknown and cannot be identified. It may be a Finow airfield installation, thus having only local importance.

- (6) The extensive ration supply depot on the northwestern outskirts of Erfurt-Marbach, the superior headquarters of which is either the Eighth Gds Army or possibly the Group of Occupation Forces Germany, is confirmed by this information. The trucks belong to headquarters units of the Eighth Gds Army, Hq XXIX Gds Rifle Corps and SCC. See Annexes 1 and 2 for sketches of this installation.

- (7) Previous contradictory information on this ammunition depot has been clarified. The reconstruction of this former German installation, only part of which was destroyed, has been started. Further information is required on whether it is actually in operation.

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- (8) From the intensified security measures it may be inferred that this ammunition depot has been reconstructed during recent months and again placed in operation. The truck belongs to an air force unit.
- (9) Hohenleipisch is a large ammunition depot of the Group of Occupation Forces Germany. Rail traffic to and from this depot is very heavy. Most outgoing shipments went to Jueterbog and Wulkow.
- (10) Not previously reported. Apparently former air raid bunker used as an organizational ammunition installation and with only local importance. See Annex 4 for sketch of this depot.
- (11) The information about this depot for captured weapons, on the south-eastern edge of the Merseburg airfield, confirms numerous other reports and gives additional details. See Annex 5 for sketch of this depot.
- (12) The Muellrose tank spare parts depot is a branch of the 123rd Tank Repair Shop of the Group of Occupation Forces Germany. The main depot and the repair shop are in Kirchmoeser. A repair shop was believed to be in Muellrose, but this apparently is not the case. [redacted] 25X1  
belong to the Group of Occupation Forces Germany and the 7th Gds Mecz Div of the Fourth Gds Mecz Army.
- (13) The Nassenheide ammunition depot seems to be a small installation which contains infantry ammunition. This depot, which was last reported in October 1949, is confirmed by this information. See Annex 6 for sketch of depot.
- (14) This installation is an ammunition depot and presumably belongs to the IV Arty Corps. The truck belongs to headquarters units of the LXXIX Rifle Corps of the Third Shock Army.
- (15) The supply installation in the former German Army ordnance office near Schoenebeck-Frohse was previously reported, but was considered to be a ration supply depot, but according to this detailed information, this installation apparently is an extensive mixed depot for clothing, items of equipment, quartering supplies, etc. Superior headquarters is either the Third Shock Army or the Group of Occupation Forces Germany.
- 25X1 [redacted]  
25X1 [redacted] The motor vehicles belong to units of the Third Shock Army, army headquarters units, headquarters units of the LXXIX Rifle Corps, 136th Gds Hv Tank SP Regt. According to a previous report, [redacted] motor vehicles in this depot belonged to the Third Shock Army, 19th Gds Mecz Div, 18th Mecz Div, 94th Gds Rifle Div, 3rd Gds AAA Div, and IV Arty Corps. See Annex 7 for sketch of installation.
- (16) The motor vehicle park near Bad Salzellen, 1 km south of Schoenebeck, was not reported before. It is presumably an installation of the Third Shock Army.
- (17) The files archive in the former Sieversdorf sanatorium was reported before. [redacted] 25X1
- (18) This information again confirms the large depot in Velten, which supplies fuel to air force and army units. The breaking down of this depot into an air force and an army department was not reported before. Confirmation is required. It was only in connection with rail shipments that two [redacted] were 25X1  
identified. The name of the officer in charge of this depot, Lieutenant Colonel Chmerov, may be erroneous since it was known so far as Chmirov. 25X1  
Large fuel shipments for [redacted] the air force, which came from the U.S.S.R. via Frankfurt/Oder, arrived in Velten in mid-May 1950. There were 29 railroad tank cars on 13 May, and 31 railroad tank cars on 14 25X1  
May. [redacted]
- 25X1 [redacted]

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